

Coachella Valley PEVCC met today and considered the questions you forwarded. Here is our response:

Statewide/Regional Plan Integration Questions:

Please keep in mind that this is not an exhaustive list, but is intended to guide discussion by PEVCC members.

General Questions

- ☐ In what ways can the state plan assist and support regional PEV planning efforts?
We would see the state in coordinating roll and a lead for those areas that can't do a full blown Readiness Plan. For example, between Indio and Blythe is over 100 miles of open desert. There will be little incentive or reason for a local agency to plan for that corridor. However, for EV transportation, it could be very important.
- ☐ Should there be certain templates or standard measures used for each CEC-funded local plan, to ensure that the local plans can fit into the larger statewide plan? **Yes but there must be the ability for the local jurisdictions to develop a plan that is aimed at local needs and conditions.**

Sharing Planning Data/Best Practices

- ☐ What venues need to be established for regions to share information about infrastructure planning? **Websites, brochures, social media, workshops**
- ☐ In addition to local government and industry, what other groups (academia, NGOs, property owners) are important in California PEV planning? **Utilities, tribes, fleet owners/managers, rental car agencies, transportation providers (Sunline), big box retailers**

EVSE Interoperability:

- ☐ Should measures be taken to ensure that any PEV driver can use any charging station, regardless of their network membership? If so, what measures could ensure such access? **Maybe. There are startup businesses providing charges for a membership or fee and many accept payment from different providers. Absent that system however, someone needs to coordinate between providers and it would be difficult or impossible for local governments to do that, especially on a regional scale. This seems like a natural for the private sector.**
- ☐ What role should government play ensuring interoperability? **Standards for charging equipment and car connections (e.g. J1776).**

State Support for EVSE Installations

- ☐ Is financial support needed from the state for EVSE installations in the following locations:
 - Residential - **Yes**
 - Workplace - **Yes**
 - Multiunit Dwellings - **Yes**

- Public - **Yes**

If support is needed, what type of investment should the state make (e.g. incentives vs. loans)? In addition should locations be prioritized (residential vs. workplace)? **Loans would be difficult to sell especially in this time of very tight budgets. Single-family detached residences don't need much because they can use existing infrastructure or relatively inexpensive upgrades. Multi-family residential could benefit the most from incentives, especially financial. Workplace and shopping places could also benefit especially if a DC Fast Charge is contemplated.**

I hope this helps.

Thanks.



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